MAY 2 3 2000

To the Federal Caucus Committee
From Claud Leinbach- Union Secretary
United Power Trades Organization

The hydro-electric power of the four Snake River Dams is very important which have a capacity of 3,483 MW's. Seattle or the whole states of Idaho and Montana use about 1,000 MW's. The General Manager for Emerald PUD near Eugene, OR. says the dams produce an "average" 850 MW's, American Rivers says 950 MW's, the corps official study says about 1250 MW's average and my limited research says 1600 MW's. Also I testified last year in front of the Oregon legislature that, the night before that testimony, the four dams were generating 2500 MW's with a "granted it was during spring runoff". But the electricity was being needed, sold and used and made about $1.2 million for one day at the wholesale average price of $21/MW. Hydro-electric dams produce the cleanest and most environmentally friendly source of mass-produced electricity in the world. There are also news articles out, in just the last week again, that say a Northwest Power Planning Council study shows we are near electrical load capacity and have a one in four chance of having brownouts over the next four years in our region.

Also there is the constant environmentalists claim that the four Snake plants have "No Flood Control". Granted the Snake Dams weren't originally authorized for flood control but there is a "Lower Granite Flood Control Plan" and the log book from Lower Granite shows that River Control called Lower Granite on Feb. 10, 1996 during the huge Willamette Valley/Portland flood and asked Lower Granite to "help hold back water because the Columbia River is full"!!!

One four tow barge can carry the equivalent of over 500 semi-truck loads.

There are an average of seven tows a day that come or go through McNary Dam. Additional truckloads on our roads would greatly increase congestion, road maintenance and risk of accidents, death and injury. Many of the return trips that barges make up the Columbia and Snake Rivers carry gasoline and diesel fuels. Fuel efficiency-on one gallon of fuel; a ton of commodity can move approximately 500 miles by barge, 200 miles by train or 60 miles by truck. Eliminating barge transportation will greatly increase hydrocarbon, carbon dioxide and nitrous oxide emissions.

All of these highly important factors must be included in the formula about whether to breach the Snake River Dams or not. The above factors and many others, including the recent gains in returning fish, that appear to be at least partly to do with an improvement in ocean conditions, strongly make the case that breaching the Snake River Dams is not the best approach to what may very well be a problem that is already turning the corner on it's way to being corrected.

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